

From w7qho at aol.com Wed Aug 1 01:39:46 2012
From: w7qho at aol.com (mac)
Date: Tue, 31 Jul 2012 22:39:46 -0700
Subject: [BoatAnchors] [Milsurplus] OK Smart People- Back Bias
In-Reply-To: <9484D3469FB4421787897E74047960D1@CompaqSR5710F>
References: <9484D3469FB4421787897E74047960D1@CompaqSR5710F>
Message-ID: <7E634E9B-9C9B-42BE-8D1C-D558A63E5836@aol.com>

Dave,

What bias voltage (i.e., the voltage drop across R25) does the -474 manual specify? You mention 5 volts in your e-mail but show 7 volt zeners in your proposed circuit.

Looking at the circuit again I would recommend -9 volts (derived from a battery or otherwise) which is the bias voltage specified for the pentode section of the 1D8GT. Minus 9 volts bias applied to the bottom of R15 would also give a broader range of RF gain control then would be the case with -5 or -7 volts.

Dennis D. W7QHO
Glendale, CA

On Jul 31, 2012, at 8:51 AM, David Stinson wrote:

> I have a BC-474 receiver that, as originally designed,
> uses a backbias resistor in the B- lead to provide audio
> PA and AVC bias. R25 and C21 provide the bias.
> Here's the diagram:

>

> <http://home.netcom.com/~arc5/bias/backbias.jpg>

>

> I'd like to make a temporary "tacked-in" change so I can
> use a supply with B- grounded for a short time.
> Will 5-volt zeners connected this way work?

>

> <http://home.netcom.com/~arc5/bias/zenerbias.jpg>

>

> Thanks!

>

>

>

> -----
> Milsurplus mailing list

> Home: <http://mailman.qth.net/mailman/listinfo/milsurplus>

> Help: <http://mailman.qth.net/mmfaq.htm>

> Post: <mailto:Milsurplus@mailman.qth.net>

>
> This list hosted by: <http://www.qsl.net>
> Please help support this email list: <http://www.qsl.net/donate.html>

From wb3fau55 at neo.rr.com Wed Aug 1 18:49:00 2012
From: wb3fau55 at neo.rr.com (wb3fau55 at neo.rr.com)
Date: Wed, 1 Aug 2012 18:49:00 -0400
Subject: [BoatAnchors] RCP Manual Online.
In-Reply-To: <501861AC.8030401@kd5byb.net>
Message-ID: <20120801224900.FZJ8S.174457.root@cdptpa-web09-z01>

thanks Ben! I have a RCP, never got a manual. mine is SN-990. Russ.
---- Ben Hall <kd5byb at kd5byb.net> wrote:

> Good evening all,
>
> Several weeks ago I bought a manual for the Civil Aeronautics
> Administration RCP receiver. (manufactured by National, modified by
> Schuttig and Company)
>
> A scan of the manual is available here:
>
> <<http://www.kd5byb.net/RCP/RCP.pdf>>
>
> For those unfamiliar with the RCP: It is a classic PW-dial,
> rack-n-pinion sliding catacomb band switching receiver (starting life as
> an RCL or RCK receiver) that was modified to have a squelch feature
> (which they called Carrier Operated Noise Suppression (CONS)) and a
> provision for switching crystal tuning and standard local oscillator tuning.
>
> It seems like they would have been perfect air traffic control receivers
> - normally, you engage crystal control and the squelch. When an
> aircraft called, it would break squelch. If they were off-frequency,
> switch off the crystal and go to standard LO tuning.
>
> I have one that spent some time half-submerged under water that looks
> like garbage but has been nursed back to health by yours truly. :)
>
> thanks much and 73,
> ben, kd5byb
>
> -----
> BoatAnchors mailing list
> BoatAnchors at theporch.com
> <https://minime.theporch.com/mailman/listinfo/boatanchors>

From wb3fau55 at neo.rr.com Wed Aug 1 18:49:00 2012
From: wb3fau55 at neo.rr.com (wb3fau55 at neo.rr.com)
Date: Wed, 1 Aug 2012 18:49:00 -0400
Subject: [BoatAnchors] RCP Manual Online.
In-Reply-To: <501861AC.8030401@kd5byb.net>
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> BoatAnchors at theporch.com
> <https://minime.theporch.com/mailman/listinfo/boatanchors>

From kd5byb at kd5byb.net Wed Aug 1 20:58:48 2012
From: kd5byb at kd5byb.net (Ben Hall)
Date: Wed, 01 Aug 2012 19:58:48 -0500
Subject: [BoatAnchors] RCP Manual Online.
In-Reply-To: <20120801224900.FZJ8S.174457.root@cdptpa-web09-z01>
References: <20120801224900.FZJ8S.174457.root@cdptpa-web09-z01>

Message-ID: <5019D0C8.7030303@kd5byb.net>

Hi Russ,

No problem! Mine is serial number 747. Sort of fitting for an aviation receiver, even if it predated the aircraft by some 30 years...

thanks much and 73,
ben, kd5byb

On 8/1/2012 5:49 PM, wb3fau55 at neo.rr.com wrote:

> thanks Ben! I have a RCP, never got a manual. mine is SN-990. Russ.

From ae4r at cox.net Wed Aug 1 22:02:30 2012

From: ae4r at cox.net (Mike Steussy)

Date: Wed, 01 Aug 2012 22:02:30 -0400

Subject: [BoatAnchors] Halli SX-73

Message-ID: <5019DFB6.2040405@cox.net>

Ahoy! One of our members wrote, "the SX-100 is a toy compared to the heavyweights you are comparing it with."

I'm sure I don't have the experience that John Sehring has in restoring old receivers, but I have restored quite a few, including an SX-100. It's a beauty and an admirable performer. Toy is not a word I'd use to describe it except in the general sense that all my vintage radios are toys for my enjoyment and entertainment.

My first receiver (in 1959) was an S-38C. It WAS a toy compared to the heavyweights. It was even a toy compared to receivers like the SX-99. I would have LOVED to have an SX-99 when I was a novice. An OT in our town had an SX-100 and we boy-novices spoke of it with reverence. Today I know that reverence was justified.

73, Mike Steussy AE4R
Vienna VA

From WA1KBQ at aol.com Thu Aug 2 22:00:31 2012

From: WA1KBQ at aol.com (WA1KBQ at aol.com)

Date: Thu, 2 Aug 2012 22:00:31 -0400 (EDT)

Subject: [BoatAnchors] Halli SX-73

Message-ID: <218b1.2bdc875b.3d4c8abf@aol.com>

Why not check in over on the Collins list and explain there how admirable a performer SX-100s are and tell us how that works out.

Regards, Greg

In a message dated 8/1/2012 10:12:49 P.M. Eastern Daylight Time,
ae4r at cox.net writes:

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I'm sure I don't have the experience that John Sehring has in restoring old receivers, but I have restored quite a few, including an SX-100. It's a beauty and an admirable performer. Toy is not a word I'd use to describe it except in the general sense that all my vintage radios are toys for my enjoyment and entertainment.

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Vienna VA

BoatAnchors mailing list
BoatAnchors at theporch.com
<https://minime.theporch.com/mailman/listinfo/boatanchors>

From wb3fau55 at neo.rr.com Fri Aug 3 16:14:16 2012
From: wb3fau55 at neo.rr.com (wb3fau55 at neo.rr.com)
Date: Fri, 3 Aug 2012 16:14:16 -0400
Subject: [BoatAnchors] Halli SX-73
In-Reply-To: <218b1.2bdc875b.3d4c8abf@aol.com>
Message-ID: <20120803201417.SYYBY.188438.root@cdptpa-web09-z01>

---- WA1KBQ at aol.com wrote:

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> I know that reverence was justified.
>
> 73, Mike Steussy AE4R
> Vienna VA
> boys, lets not fight about receivers. the real issue with these old lovlies
is selectivity. Collins has them beat-hands down. As for fidelity, Collins
leaves a lot to be desired. An old Halli or Hammarlund has the audio. Russ
> BoatAnchors mailing list
> BoatAnchors at theporch.com
> <https://minime.theporch.com/mailman/listinfo/boatanchors>
>
> -----
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> <https://minime.theporch.com/mailman/listinfo/boatanchors>

From k1lky at earthlink.net Fri Aug 3 16:23:28 2012
From: k1lky at earthlink.net (Roy Morgan)
Date: Fri, 3 Aug 2012 16:23:28 -0400
Subject: [BoatAnchors] Halli SX-73
In-Reply-To: <20120803201417.SYYBY.188438.root@cdptpa-web09-z01>
References: <20120803201417.SYYBY.188438.root@cdptpa-web09-z01>
Message-ID: <6F98181F-C054-4A8B-96C0-FB1E26990D6C@earthlink.net>

On Aug 3, 2012, at 4:14 PM, <wb3fau55 at neo.rr.com>
<wb3fau55 at neo.rr.com> wrote:

>> ... lets not fight about receivers. the real issue with these
>> old lovlies
> is selectivity. Collins has them beat-hands down. As for
> fidelity, Collins

> leaves a lot to be desired. An old Halli or Hammarlund has the
> audio.

I'm reminded of the saying:

If you want to find them, get a Collins.
If you want to hear them, get a Hammarlund.

Roy

Roy Morgan
k1lky at earthlink.net
K1LKY Since 1958 - Keep 'em Glowing!

From spr at earthlink.net Fri Aug 3 16:38:25 2012
From: spr at earthlink.net (spr at earthlink.net)
Date: Fri, 3 Aug 2012 13:38:25 -0700 (GMT-07:00)
Subject: [BoatAnchors] Halli SX-73
Message-ID: <22353882.1344026305610.JavaMail.root@elwamui-lapwing.atl.sa.earthlink.net>

Folks,

>From my experience, I'd say selectivity AND dial accuracy are the main issues.
Getting either or both better costs real money, and so was better done on the big
bucks radios.

I have late 1930s wood radios (good ones, many tubes and all that) that are quite
sensitive and selective, having pretty much the same circuitry as, say, an S-40:
one RF, two IFs.

Regards,

Scott

-----Original Message-----

>From: Roy Morgan <k1lky at earthlink.net>
>Sent: Aug 3, 2012 1:23 PM
>To: Old Tube Radios <boatanchors at theporch.com>
>Subject: Re: [BoatAnchors] Halli SX-73
>
>
>On Aug 3, 2012, at 4:14 PM, <wb3fau55 at neo.rr.com>

><wb3fau55 at neo.rr.com> wrote:
>
>>> ... lets not fight about receivers. the real issue with these
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>BoatAnchors mailing list
>BoatAnchors at theporch.com
><https://minime.theporch.com/mailman/listinfo/boatanchors>

From wb3fau55 at neo.rr.com Fri Aug 3 16:38:37 2012
From: wb3fau55 at neo.rr.com (wb3fau55 at neo.rr.com)
Date: Fri, 3 Aug 2012 16:38:37 -0400
Subject: [BoatAnchors] Halli SX-73
In-Reply-To: <6F98181F-C054-4A8B-96C0-FB1E26990D6C@earthlink.net>
Message-ID: <20120803203837.T9LH4.188539.root@cdptpa-web09-z01>

sounds good to me Roy. my 2 favorites are a 75A2 and a NC-300.
ding-ding- round 2 !
---- Roy Morgan <k1lky at earthlink.net> wrote:
>
> On Aug 3, 2012, at 4:14 PM, <wb3fau55 at neo.rr.com>
> <wb3fau55 at neo.rr.com> wrote:
>
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> BoatAnchors mailing list
> BoatAnchors at theporch.com
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From wb3fau55 at neo.rr.com Fri Aug 3 16:42:29 2012
From: wb3fau55 at neo.rr.com (wb3fau55 at neo.rr.com)
Date: Fri, 3 Aug 2012 16:42:29 -0400
Subject: [BoatAnchors] woodies- floor consoles
In-Reply-To: <22353882.1344026305610.JavaMail.root@elwamui-lapwing.atl.sa.earthlink.net>
Message-ID: <20120803204229.A226D.188557.root@cdptpa-web09-z01>

cool stuff for sure Scott. I have 2 RCAs 36 and 37 vint and 2 Zeniths 40 and 41

good sensitivity- selectivity? well... Russ.

---- spr at earthlink.net wrote:

> Folks,

>

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>

> I have late 1930s wood radios (good ones, many tubes and all that) that are quite sensitive and selective, having pretty much the same circuitry as, say, an S-40: one RF, two IFs.

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> Regards,

>

> Scott

>

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> -----Original Message-----
> >From: Roy Morgan <k1lky at earthlink.net>
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> >
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From spr at earthlink.net Fri Aug 3 16:53:03 2012
From: spr at earthlink.net (spr at earthlink.net)
Date: Fri, 3 Aug 2012 13:53:03 -0700 (GMT-07:00)
Subject: [BoatAnchors] Favorite receivers
Message-ID: <537004.1344027183972.JavaMail.root@elwamui-

lapwing.atl.sa.earthlink.net>

Folks,

Well, my favorite SWL receivers (I'm not a ham) are:

R-390A (1953 Stewart-Warner build);

Heath SB-310 (tube version) with audio and detector mods;

Hammarlund SP-600;

GE FE-112 large wood table radio(1939 vintage, 2 IFs, complex delayed AVC, quite good);

Lowe HF-150 plus outboard pre-selector (modern and digitally tuned, and reputed to have the best synchronous detector made)

All are sensitive. The R-390A Lowe, and Heath are the most selective. The Lowe has, as the British say, all Mod Cons.

Regards,

Scott

From kb8tad at gmail.com Sat Aug 4 10:32:57 2012

From: kb8tad at gmail.com (Rich Post)

Date: Sat, 4 Aug 2012 10:32:57 -0400

Subject: [BoatAnchors] Lafayette Radio history question

Message-ID: <CAEJr0Fugv1-0FMmr9rUfD20gozMWimD9ZW9wPubm3hV=9ovy-Q@mail.gmail.com>

This is the most knowledgeable radio group to which I belong with the best signal to noise ratio so this is probably the best forum for this question.

Am doing a bit of research on Lafayette Radio. In 1940-41, Lafayette Radio, then under the corporate umbrella of Radio Wire Television Corp. split into two parts. One part, the New York area and Boston, stayed with the name of Radio Wire Television Inc. The other part, the Atlanta and Chicago portion, was the Lafayette Radio Corp. Separate catalogs for the two started in 1942. In 1945, the Chicago-Atlanta part changed its name to Concord Radio Inc "formerly Lafayette Radio Corp." Separate catalogs for the two continued until 1948 when a combined catalog was produced as Lafayette-Concord. After 1951 the two split permanently and Lafayette as we know it remained in the New York area and Boston only, although it did get some local stores in the 1960s-70s as far south as the Wash DC area.

Anybody know why that happened? Was there a rift between partners? A reaction to the FTC charges against Wholesale Radio (the earliest name)? World War II demands? (such as competitive bidding, two

companies better than one?)

Tnx de Rich KB8TAD

From wb3fau55 at neo.rr.com Sat Aug 4 17:06:17 2012
From: wb3fau55 at neo.rr.com (wb3fau55 at neo.rr.com)
Date: Sat, 4 Aug 2012 17:06:17 -0400
Subject: [BoatAnchors] Lafayette Radio history question
In-Reply-To: <CAEJr0Fugv1-0FMmr9rUfD20gozMWimD9ZW9wPubm3hV=9ovy-Q@mail.gmail.com>
Message-ID: <20120804210617.LA17Q.193721.root@cdtpa-web09-z01>

i am no expert on the history on them, Rich. [QTH Erie] We had a local electronics store here, which did sell Lafayette stuff. I think competition from bigger names got the best of them. Russ.

---- Rich Post <kb8tad at gmail.com> wrote:

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> best signal to noise ratio so this is probably the best forum for this
> question.

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> -----
> BoatAnchors mailing list

> BoatAnchors at theporch.com

> <https://minime.theporch.com/mailman/listinfo/boatanchors>

From n7rk at cox.net Sun Aug 5 13:47:36 2012
From: n7rk at cox.net (David Hollander)
Date: Sun, 05 Aug 2012 10:47:36 -0700
Subject: [BoatAnchors] Lafayette Radio history question
In-Reply-To: <CAEJr0Fugv1-0FMmr9rUfD20gozMWimD9ZW9wPubm3hV=9ovy-Q@mail.gmail.com>
References: <CAEJr0Fugv1-0FMmr9rUfD20gozMWimD9ZW9wPubm3hV=9ovy-Q@mail.gmail.com>
Message-ID: <501EB1B8.7030207@cox.net>

Lafayette was out west also. Their was a Lafayette store in Phoenix, Arizona when I moved here in 1972 and it was gone before 1980 I believe. I seem to remember seeing them in Southern California in the 60's as well.

Dave N7RK

--

Dave N7RK Boatanchors Home Page: <http://n7rk.com>
Phoenix, Arizona *DXCC Honor Roll* *WAZ#22 - 75 Meter SSB*

ex-XE2/N7RK, N7RK/ZB2, VK2ERK, ZM0AJN, WB6NRK, WN6IWX

Boatanchor and Antique Radio Collector

From donreaves at gmail.com Sun Aug 5 14:13:20 2012
From: donreaves at gmail.com (Don Reaves)
Date: Sun, 5 Aug 2012 13:13:20 -0500
Subject: [BoatAnchors] Lafayette Radio history question
In-Reply-To: <CAEJr0Fugv1-0FMmr9rUfD20gozMWimD9ZW9wPubm3hV=9ovy-Q@mail.gmail.com>
References: <CAEJr0Fugv1-0FMmr9rUfD20gozMWimD9ZW9wPubm3hV=9ovy-Q@mail.gmail.com>
Message-ID: <CAEj02LYQk9dmjEi-BMK438F+KaJ2x6XSF0TVrNyWouBZRJLwA@mail.gmail.com>

Rich,

Some tidbits at

http://www.radiomuseum.org/dsp_hersteller_detail.cfm?company_id=734

suggest the FCC ban of 23 channel CB radios and the aggressive marketing campaigns of competitor Radio Shack contributed to the demise of Lafayette.

For my part, I once owned a Lafayette KT-200 receiver (OEMed by Trio of Japan who later became Kenwood). It was like a ruggedized version of a Halli S-38 with a real power supply and better construction than the 38s, in a nice all metal hinged top cabinet, with an S-meter. A friend still has one that he has modded up and it works well.

Don W5OR

On Sat, Aug 4, 2012 at 9:32 AM, Rich Post <kb8tad at gmail.com> wrote:

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> BoatAnchors at theporch.com
> <https://minime.theporch.com/mailman/listinfo/boatanchors>

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Don Reaves W5OR WD2XSH/15
8101 Barrett Rd. Roland AR 72135
VOIP landline: 501.420.3661

From infomet at embarqmail.com Sun Aug 5 14:43:21 2012
From: infomet at embarqmail.com (Wilson Lamb)
Date: Sun, 5 Aug 2012 14:43:21 -0400 (EDT)
Subject: [BoatAnchors] National Choke
In-Reply-To:
<1452031413.360537.1344192145106.JavaMail.root@md17.embarq.synacor.com>
Message-ID:
<1030842503.360545.1344192201437.JavaMail.root@md17.embarq.synacor.com>

I have a NIB H-45 filter choke for RBH series receivers.

?17H, 80mA, 300 Ohms

On Label:

?-30939??? SA:31-B
RBH Series??? LL-NXsr-90769

????? NATIONAL CO., INC.

Box 4 1/4 X 4 1/4 X 2 3/4"

Gotta be unusual to find NIB...Great for a restoration.

\$30, shipped USA.

?????

From johnmb at nc.rr.com Sun Aug 5 19:29:48 2012
From: johnmb at nc.rr.com (john)
Date: Sun, 05 Aug 2012 19:29:48 -0400
Subject: [BoatAnchors] Lafayette Radio history question
In-Reply-To: <501EB1B8.7030207@cox.net>
References: <CAEJr0Fugv1-0FMmr9rUfD20gozMWimD9ZW9wPubm3hV=9ovy-Q@mail.gmail.com>
<501EB1B8.7030207@cox.net>
Message-ID: <6.2.1.2.2.20120805192832.03bf9be0@pop-server.nc.rr.com>

There was at least one in Albuquerque in the mid 70s, as I bought my
"coffin" bug there . It was gone by 1980 or so.

John K5MO

At 01:47 PM 8/5/2012, David Hollander wrote:
>Lafayette was out west also. Their was a Lafayette store in Phoenix,
>Arizona when I moved here in 1972 and it was gone before 1980 I believe. I

>seem to remember seeing them in Southern California in the 60's as well.

From ddillman at igc.org Sun Aug 5 22:50:48 2012
From: ddillman at igc.org (Richard Dillman)
Date: Sun, 5 Aug 2012 22:50:48 -0400 (EDT)
Subject: [BoatAnchors] H Set Report
Message-ID: <18234357.1344221448495.JavaMail.root@mswamui-cedar.atl.sa.earthlink.net>

Dear colleagues and fellow lovers of heavy iron...

About a year and a half ago a group of volunteers - mainly current and former HP engineers - took on the daunting task of restoring a so-called H Set, the most complex transmitter model at the RCA transmitting site. These independent sideband transmitters were first in use on the point-to-point circuit to Guam. Later they were converted to CW service for KPH. Aside from being complex these transmitters were a mass of corrosion and rust when the team began work. The job this group of volunteers did is truly phenomenal. The transmitter looks like new and is very close to returning to the air - the only fully functional H Set in the world we think it's safe to say.

I mention this because the H Set restoration will be featured in the in the next issue of the MRHS email newsletter, to be distributed on Tuesday. There will be many before and after photos of the work as well as a description of what was done.

If this interests you, you can easily subscribe to the newsletter (and just as easily opt out at any time) via our Web site at <http://www.radiomarine.org> . The form is at the top of the page.

VY 73,

RD

=====
Richard Dillman, WPE2VT
Chief Operator, Coast Station KSM
Maritime Radio Historical Society
<http://www.radiomarine.org>
=====

From kb8tad at gmail.com Mon Aug 6 00:35:18 2012
From: kb8tad at gmail.com (Rich Post)
Date: Mon, 6 Aug 2012 00:35:18 -0400
Subject: [BoatAnchors] Lafayette Radio history question
In-Reply-To: <CAEj02LYQk9dmjEi-BMK438F+KaJ2x6XSF0TVrNyiWouBZRJLwA@mail.gmail.com>
References: <CAEJr0Fugv1-0FMmr9rUfD20gozMWimD9ZW9wPubm3hV=9ovy-Q@mail.gmail.com>
<CAEj02LYQk9dmjEi-BMK438F+KaJ2x6XSF0TVrNyiWouBZRJLwA@mail.gmail.com>
Message-ID: <CAEJr0Fs2CtHBOCzRgVbPxyH0+wUjFDA=yaN=HNTV22PqVT96=w@mail.gmail.com>

My thanks to all who have written to me individually with some copying to the list. I believe I have responded to all who wrote off-list.

Store locations for later years, (only one mail-order location.) My Summer 1965 catalog shows 12 company owned stores, all in NY, NJ, and Massachusetts, except for a new one in Maryland just outside of Washington DC. There were also 148 "associate" store locations in 42 states and Puerto Rico. My 71 catalog shows 40 company owned stores but does not provide the number of associate stores. The 72 catalog shows 53 company owned stores and notes that there are 260 associate stores. The 75 catalog mentions "over 100" company stores but does not indicate the number of associate stores.

The associate stores were individually owned. In 1965, you needed \$10K to 30K to open one. The 72 catalog mentions \$20K to 50K and the 75 catalog mentions \$40K to 75K. Chapter 11 was filed on January 1980. And yes, I am very aware of the FCC rule changes on CB and the competition from RS and others as major underlying causes.

Thanks also for a couple of clues to my 1940s history mystery question. I am following up. Lots of dots but no hard connections or clear conclusions as yet. Fascinating indeed!

Don, I too really like my KT-200.
<<http://www.ohio.edu/people/posttr/bapix/KT200.htm>>

Tnx es 73 de Rich KB8TAD

On Sun, Aug 5, 2012 at 2:13 PM, Don Reaves <donreaves at gmail.com> wrote:

> Rich,
> Some tidbits at
> http://www.radiomuseum.org/dsp_hersteller_detail.cfm?company_id=734
> suggest the FCC ban of 23 channel CB radios and the aggressive
> marketing campaigns of competitor Radio Shack contributed to the
> demise of Lafayette.
>
> For my part, I once owned a Lafayette KT-200 receiver (OEMed by Trio
> of Japan who later became Kenwood). It was like a ruggedized version
> of a Halli S-38 with a real power supply and better construction than

> the 38s, in a nice all metal hinged top cabinet, with an S-meter. A
> friend still has one that he has modded up and it works well.
>
> Don W50R
>
>
> On Sat, Aug 4, 2012 at 9:32 AM, Rich Post <kb8tad at gmail.com> wrote:
>>
>> Am doing a bit of research on Lafayette Radio. In 1940-41, Lafayette
>

From bob at nofrowns.net Tue Aug 7 11:31:57 2012
From: bob at nofrowns.net (Bob Jackson)
Date: Tue, 7 Aug 2012 10:31:57 -0500
Subject: [BoatAnchors] Hallicrafters part needed
Message-ID: <B484ABCAC27D49C192F5BBDE8B9B81FB@c1408123a>

First, Many, many thanks to Arden Allen for refurbishing the IF cans for me!

Now, I need the "composite capacitor" from an S-38A. It's flat, brownish, rectangular thing with 5 wires exiting the body. The schematic says it has 4 caps inside: 5000, 2000 and 2x 200 mmF. I'm guessing they share a common chassis ground but the schematic isn't clear enough (to me at least) how I might sub discrete disc ceramic caps if I can't find the original part. Any help in that dept would also be appreciated.

73 to all,

Bob AG5X

From k4oah at mindspring.com Tue Aug 7 13:01:59 2012
From: k4oah at mindspring.com (Garey Barrell)
Date: Tue, 07 Aug 2012 13:01:59 -0400
Subject: [BoatAnchors] Hallicrafters part needed
In-Reply-To: <B484ABCAC27D49C192F5BBDE8B9B81FB@c1408123a>
References: <B484ABCAC27D49C192F5BBDE8B9B81FB@c1408123a>
Message-ID: <50214A07.6060400@mindspring.com>

Bob -

This part looks like a 'Couplate', but I believe couplates have resistors as well as capacitors.

According to the schematic I have, the four caps in this unit are designated C24A, B, C and D. B & C are just 220 pF bypass caps. A is a 5000 pF coupling cap between the AF Preamp and Power Amp

stages. D is a 2000 pF cap used as a DC block between the detector and AF Preamp stage. No reason they can't be replaced with disc ceramic caps.

73, Garey - K40AH
Glen Allen, VA

Drake 2-B, 2-C/2-NT, 4-A, 4-B, C-Line
and TR-4/C Service Supplement CDs
<www.k4oah.com>

Bob Jackson wrote:

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>

> 73 to all,

>

> Bob AG5X

>

From gumbear at pacbell.net Tue Aug 7 13:08:19 2012
From: gumbear at pacbell.net (Arden Allen)
Date: Tue, 7 Aug 2012 10:08:19 -0700
Subject: [BoatAnchors] Hallicrafters part needed
References: <B484ABCAC27D49C192F5BBDE8B9B81FB@c1408123a>
Message-ID: <002801cd74bf\$49003ba0\$650aa8c0@KB6NAX>

Bob, the capacitors in the couplate are referred to in the S38A schematic as C24A, C24B, C24C and C24D. Connect individual caps as indicated in the schematic, .0047uF in place of 5000pF and .0022uF in place of 2000pF is close enough for guvm'nt work.

Arden

--- Original Message -----

From: Bob Jackson

To: puck.boat ; qth.boat ; porch.boat

Sent: Tuesday, August 07, 2012 8:31 AM

Subject: [BoatAnchors] Hallicrafters part needed

First, Many, many thanks to Arden Allen for refurbing the IF cans for me!

Now, I need the "composite capacitor" from an S-38A. It's flat, brownish, rectangular thing with 5 wires exiting the body. The schematic says it has 4 caps inside: 5000, 2000 and 2x 200 mmF. I'm guessing they share a common chassis ground but the schematic isn't clear enough (to me at least) how I might sub discrete disc ceramic caps if I can't find the original part. Any help in that dept would also be appreciated.

73 to all,

Bob AG5X

BoatAnchors mailing list
BoatAnchors at theporch.com
<https://minime.theporch.com/mailman/listinfo/boatanchors>

From 1gdm3 at charter.net Tue Aug 7 13:09:18 2012
From: 1gdm3 at charter.net (GDM)
Date: Tue, 07 Aug 2012 12:09:18 -0500
Subject: [BoatAnchors] Hallicrafters part needed
In-Reply-To: <50214A07.6060400@mindspring.com>
References: <B484ABCAC27D49C192F5BBDE8B9B81FB@c1408123a>
<50214A07.6060400@mindspring.com>
Message-ID: <50214BBE.7030700@charter.net>

Couplates can contain what ever the manufacturer desires. Some contained resistors, some did not. Some fit "standard applications". Some were built to special requirements. All will probably have a Centralab number. Some of the web sites permit you to match a couplate number with a diagram. Yes, they can be replaced with discrete components. Think of them as a primitive integrated circuit.

73, W9OAK

On 8/7/2012 12:01 PM, Garey Barrell wrote:

> Bob -
>
> This part looks like a 'Couplate', but I believe couplates have
> resistors as well as capacitors.
>
> According to the schematic I have, the four caps in this unit are
> designated C24A, B, C and D. B & C are just 220 pF bypass caps. A is
> a 5000 pF coupling cap between the AF Preamp and Power Amp stages. D

> is a 2000 pF cap used as a DC block between the detector and AF Preamp
> stage. No reason they can't be replaced with disc ceramic caps.
>
> 73, Garey - K40AH
> Glen Allen, VA
>
> Drake 2-B, 2-C/2-NT, 4-A, 4-B, C-Line
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> <www.k4oah.com>
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>> guessing they share a common chassis ground but the schematic isn't
>> clear enough (to me at least) how I might sub discrete disc ceramic
>> caps if I can't find the original part. Any help in that dept would
>> also be appreciated.
>>
>> 73 to all,
>>
>> Bob AG5X
>>
>
> -----
> BoatAnchors mailing list
> BoatAnchors at theporch.com
> <https://minime.theporch.com/mailman/listinfo/boatanchors>
>

From oldradio at comcast.net Tue Aug 7 17:52:45 2012
From: oldradio at comcast.net (oldradio at comcast.net)
Date: Tue, 7 Aug 2012 21:52:45 +0000 (UTC)
Subject: [BoatAnchors] 1930 station up for adoption by a museum,
central Florida
In-Reply-To:
<860103049.280351.1344376331579.JavaMail.root@sz0128a.westchester.pa.mail.comcast.net>
Message-ID:
<1465477308.280381.1344376365474.JavaMail.root@sz0128a.westchester.pa.mail.comcast.net>

Contact "J.riker" <janriker at cfl.rr.com> directly for information Do not contact me.

She wants to donate an old station to a museum. She's in central Florida.

She'll send you photos if you ask.

Receiver is a RME-69 with accessories, transmitter looks homemade. Mike and key goes withit.

73, John Dilks, K2TQN

-.-

----- Original Message -----

From: "J.riker" <janriker at cfl.rr.com>

To: oldradio at comcast.net

Sent: Tuesday, August 7, 2012 5:41:54 PM

Subject: Re: Re: I don't know if you can help me-

Here are the pictures of the equipment that I want to give to a museum. I hope you can help me with this task.

Janice Riker

From bob at nofrowns.net Wed Aug 8 12:27:59 2012

From: bob at nofrowns.net (Bob Jackson)

Date: Wed, 8 Aug 2012 11:27:59 -0500

Subject: [BoatAnchors] Tubes needed

Message-ID: <EE2082492E444519B2A0883605F0E34D@c1408123a>

I need (up to) five good 12SQ7 metal tubes. If anyone has same that are "excess", please reply.

Thanks,

Bob AG5X

From pekelney at rspeng.com Sun Aug 12 16:26:38 2012

From: pekelney at rspeng.com (richard pekelney)

Date: Sun, 12 Aug 2012 13:26:38 -0700

Subject: [BoatAnchors] Westinghouse TBL Radio Transmitter

In-Reply-To: <CAPzfEACFSZWK2HXjUhh6xDtSh+FL=Z_fJvOTdJR04ZTMSdwbqQ@mail.gmail.com>

References: <2af51.54d56b76.3d526e1f@aol.com>

<CAPzfEACFSZWK2HXjUhh6xDtSh+FL=Z_fJvOTdJR04ZTMSdwbqQ@mail.gmail.com>

Message-ID: <9598FC87-C6CD-45C6-8AE3-21B8216367F8@rspeng.com>

The USS COBIA is looking for a good replacement armature for a Westinghouse TBL so that they can get the transmitter back up and running.

There are photos posted on the HNSA Facebook page that can be seen without a Facebook account:

<http://www.facebook.com/pages/Historic-Naval-Ships-Association/>

The exact part they need is an armature (which has two DC commutators and one pair of AC slip rings) located in the Generator CC-21233B portion of the Motor/Generator set. The armature is about 25 inches long and weighs about 100 pounds.

Spare Motor/Generator armatures were usually included with the shipboard allowance list for ships that had TBL transmitters. These were found on most World War II destroyer type vessels and submarines. If your ship has a TBL transmitter, and you have no plans to get it operational, we're hoping you would consider donating the armature to COBIA. Obviously they would love finding a "spares" unit. However, if this isn't possible they would ask for your consideration of allowing a "swap" from the unit in your ship with them providing all labor.

If you can help in this project, please contact Tom Aschenbrenner at Tom at Aschen.com

From artleb at earthlink.net Sun Aug 12 20:06:22 2012
From: artleb at earthlink.net (Art Lebermann)
Date: Sun, 12 Aug 2012 17:06:22 -0700
Subject: [BoatAnchors] Need parts for Heathkit AA-1
Message-ID: <380-220128113062246@earthlink.net>

I need a meter assembly, and the LF/HF output pot, for a Heathkit AA-1 Audio Analyzer. The pot is 3K, audio taper.

Thanks!
Art Lebermann
W6REQ

From 4cx250b at muohio.edu Mon Aug 13 00:00:42 2012

From: 4cx250b at muohio.edu (Jim Garland)
Date: Sun, 12 Aug 2012 22:00:42 -0600
Subject: [BoatAnchors] Breaking Bad at W8ZR
Message-ID: <006b01cd7908\$36d6d2c0\$a4847840\$@muohio.edu>

Tonight, "Breaking Bad," the AMC top-ranked TV show that takes place in New Mexico had an episode involving a train robbery that took place alongside my QTH. If any of you saw it and looked carefully, you could see my 160m beverage antenna threading along near the tracks. The BB production company spent \$3.4M on the episode, had a cast and crew of 140, and spent five days filming. They had about 75 camera, equipment, catering, first aid, etc., etc., trucks parked along the road and off to the side of my property. Very interesting experience. (The storyline called for the robbery to take place along a deserted part of New Mexico, so the company put camouflage netting over all the mailboxes, street signs, etc. in the neighborhood. I was hoping my tower would make it, but for some odd reason the cameras were oriented so as not to see it.

Jim W8ZR

From k7rpx at yahoo.com Mon Aug 13 00:27:47 2012
From: k7rpx at yahoo.com (Ken warren)
Date: Sun, 12 Aug 2012 21:27:47 -0700 (PDT)
Subject: [BoatAnchors] TEL-OHMIKE T0-5
Message-ID: <1344832067.16248.YahooMailNeo@web163804.mail.gq1.yahoo.com>

I just purchased a T0-5 and it had some minor repairs needed. The question I have is about binding post J used for transformer ratio tests. The binding post was not tight on the front panel and unlike the other posts K and L there is not an insulating washer so that if the mounting nut is tight the post will be electrically connected to the front panel. Is this correct or should it be insulated as the other posts are? The lead to the post does not appear to have been disconnected so if there was an insulating washer it may have broken and fallen off.

?

Ken Warren K7RPX

From donreaves at gmail.com Tue Aug 14 02:16:06 2012
From: donreaves at gmail.com (Don Reaves)
Date: Tue, 14 Aug 2012 01:16:06 -0500
Subject: [BoatAnchors] TEL-OHMIKE T0-5
In-Reply-To: <1344832067.16248.YahooMailNeo@web163804.mail.gq1.yahoo.com>
References: <1344832067.16248.YahooMailNeo@web163804.mail.gq1.yahoo.com>
Message-ID: <CAEj02LaJMGnbsgb4GwG_tcQXh9fMsBjnKJu3r3hLz9R5v=yNvg@mail.gmail.com>

Insulated, according to the T0-5 schematic.
I have a T0-6 but it doesn't have the third jack for these tests.
Need a copy of the T0-5 manual in pdf format, Ken?

Don
W50R

On Sun, Aug 12, 2012 at 11:27 PM, Ken warren <k7rpx at yahoo.com> wrote:

>
> I just purchased a T0-5 and it had some minor repairs needed. The question I
have is about binding post J used for transformer ratio tests.
> The binding post was not tight on the front panel and unlike the other posts K
and L there is not an insulating washer so that if the mounting nut is tight the
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have been disconnected so if there was an insulating washer it may have broken and
fallen off.
>
>
> Ken Warren K7RPX
> -----
> BoatAnchors mailing list
> BoatAnchors at theporch.com
> <https://minime.theporch.com/mailman/listinfo/boatanchors>

From bob at nofrowns.net Tue Aug 14 11:42:33 2012
From: bob at nofrowns.net (Bob Jackson)
Date: Tue, 14 Aug 2012 10:42:33 -0500
Subject: [BoatAnchors] S-40B Dials
Message-ID: <D822BE0AFB2E4EA1ACE6E994764FE901@c1408123a>

I have both the green dials for an S-40B ** FREE ** for the asking - I'll even pay
the postage. They're in great shape. I acquired them when I thought I was going to
refurb an S-40B. That project died so now the dials should go to someone who can
put them to use, now or later. First response gets them. Just trying to "pay back"
a little.

Bob AG5X

From bob at nofrowns.net Tue Aug 14 12:23:49 2012
From: bob at nofrowns.net (Bob Jackson)
Date: Tue, 14 Aug 2012 11:23:49 -0500
Subject: [BoatAnchors] S-40B Dials
Message-ID: <E6959C75AAC049DCA49990D62B613A8B@c1408123a>

No more calls - we have a winner!

Ron KB0WAR was the first responder.

Bob AG5X

From k7rpx at yahoo.com Tue Aug 14 13:54:51 2012
From: k7rpx at yahoo.com (Ken warren)
Date: Tue, 14 Aug 2012 10:54:51 -0700 (PDT)
Subject: [BoatAnchors] TEL-OHMIKE T0-5
References: <1344832067.16248.YahooMailNeo@web163804.mail.gq1.yahoo.com>
<CAEj02LaJMGnbsgb4GwG_tcQXh9fMsBjnKJu3r3hLz9R5v=yNvg@mail.gmail.com>
Message-ID: <1344966891.75356.YahooMailNeo@web163804.mail.gq1.yahoo.com>

Hi Don, I believe that the T0-5 was the only model that had the turns ratio test point. I do have a manual I got from BAMA and according to the diagram there is no connection to the front panel but the lack of any signs of disturbed wiring or re-soldering? make me a little suspicious.

?

Ken Warren K7RPX

From: Don Reaves <donreaves at gmail.com>
To: Boatanchors <boatanchors at theporch.com>
Cc: k7rpx at yahoo.com
Sent: Monday, August 13, 2012 11:16 PM
Subject: Re: [BoatAnchors] TEL-OHMIKE T0-5

Insulated, according to the T0-5 schematic.
I have a T0-6 but it doesn't have the third jack for these tests.
Need a copy of the T0-5 manual in pdf format, Ken?

Don
W50R

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> Ken Warren K7RPX
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> BoatAnchors mailing list
> BoatAnchors at theporch.com
> <https://minime.theporch.com/mailman/listinfo/boatanchors>

From kb8tad at gmail.com Tue Aug 14 14:54:53 2012
From: kb8tad at gmail.com (Rich Post)
Date: Tue, 14 Aug 2012 14:54:53 -0400
Subject: [BoatAnchors] TEL-OHMIKE T0-5
In-Reply-To: <1344966891.75356.YahooMailNeo@web163804.mail.gq1.yahoo.com>
References: <1344832067.16248.YahooMailNeo@web163804.mail.gq1.yahoo.com>
<CAEj02LaJMGnbsgb4GwG_tcQXh9fMsBjnKJu3r3hLz9R5v=yNvg@mail.gmail.com>
<1344966891.75356.YahooMailNeo@web163804.mail.gq1.yahoo.com>
Message-ID: <CAEJr0Ftfvou04v_sA2kTTQyTtTttcaR-qjU0RWgqA7abiuudKQ@mail.gmail.com>

Checked my T0-5 which is pictured here:
<<http://www.ohio.edu/people/posir/bapix/CapChkrs.htm>>
It's definitely insulated. VOM test confirms infinite resistance to chassis until turns ratio slide switch and push button is pressed. Then has similar ballpark resistance to ground as the other two.

73,
Rich KB8TAD

On Tue, Aug 14, 2012 at 1:54 PM, Ken warren <k7rpx at yahoo.com> wrote:
> Hi Don, I believe that the T0-5 was the only model that had the turns ratio test point. I do have a manual I got from BAMA and according to the diagram there is no connection to the front panel but the lack of any signs of disturbed wiring or re-soldering make me a little suspicious.

>
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> From: Don Reaves <donreaves at gmail.com>
> To: Boatanchors <boatanchors at theporch.com>
> Cc: k7rpx at yahoo.com
> Sent: Monday, August 13, 2012 11:16 PM

> Subject: Re: [BoatAnchors] TEL-OHMIKE T0-5
>
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> -----
> BoatAnchors mailing list
> BoatAnchors at theporch.com
> <https://minime.theporch.com/mailman/listinfo/boatanchors>

From kb8tad at gmail.com Tue Aug 14 15:09:56 2012
From: kb8tad at gmail.com (Rich Post)
Date: Tue, 14 Aug 2012 15:09:56 -0400
Subject: [BoatAnchors] Burstein-Applebee regenerative radio identification
Message-ID: <CAEJr0FtyHTenm2jZP_okqoWFAUBwbrCdJkre+qd8Dz8bd9s=Xg@mail.gmail.com>

I again come to the most knowledgeable boatanchor group. I queried a
couple of other groups but no definite answer thus far. I have
recently located what I have been told is a Burstein-Applebee
regenerative set. When I first saw it, I thought it might have been a
Lafayette KT-135 that was sourced as a school kit version. The actual
circuit is identical. The set has no make or model number anywhere.
However, a ham who had one as a kid definitely identified it as
purchased from Burstein-Applebee.

Pictures and story here:

<http://www.ohio.edu/people/poslr/bapix/BAregen.htm>

Your assistance in confirming the identity is appreciated. I have no BA catalogs but a friend who searched his 1960 to 64 BA catalogs did not find it.

Tnx es 73 de Rich KB8TAD

From k7rpx at yahoo.com Wed Aug 15 01:49:24 2012

From: k7rpx at yahoo.com (Ken warren)

Date: Tue, 14 Aug 2012 22:49:24 -0700 (PDT)

Subject: [BoatAnchors] Fw: TEL-OHMIKE T0-5

In-Reply-To: <CAEJr0Ftfvou04v_sA2kTTQyTtTttcaR-qjU0RWgqA7abiuudKQ@mail.gmail.com>

References: <1344832067.16248.YahooMailNeo@web163804.mail.gq1.yahoo.com>

<CAEj02LaJMGnbsgb4GwG_tcQXh9fMsBjnKJu3r3hLz9R5v=yNvg@mail.gmail.com>

<1344966891.75356.YahooMailNeo@web163804.mail.gq1.yahoo.com>

<CAEJr0Ftfvou04v_sA2kTTQyTtTttcaR-qjU0RWgqA7abiuudKQ@mail.gmail.com>

Message-ID: <1345009764.95203.YahooMailNeo@web163805.mail.gq1.yahoo.com>

Hi Rich, thanks for checking that out for me. I will put an insulating washer on mine

?

Ken Warren K7RPX

----- Forwarded Message -----

From: Rich Post <kb8tad at gmail.com>

To: Ken warren <k7rpx at yahoo.com>

Cc: Don Reaves <donreaves at gmail.com>; "boatanchors at theporch.com" <boatanchors at theporch.com>

Sent: Tuesday, August 14, 2012 11:54 AM

Subject: Re: [BoatAnchors] TEL-OHMIKE T0-5

Checked my T0-5 which is pictured here:

<http://www.ohio.edu/people/poslr/bapix/CapChkrs.htm>

It's definitely insulated. VOM test confirms infinite resistance? to chassis until turns ratio slide switch and push button is pressed.

Then has similar ballpark resistance to ground as the other two.

73,

Rich KB8TAD

>? _____

>> BoatAnchors mailing list

>> BoatAnchors at theporch.com

>> <https://minime.theporch.com/mailman/listinfo/boatanchors>

> -----
> BoatAnchors mailing list
> BoatAnchors at theporch.com
> <https://minime.theporch.com/mailman/listinfo/boatanchors>

From laffitte at prtc.net Wed Aug 15 17:57:35 2012
From: laffitte at prtc.net (Guido)
Date: Wed, 15 Aug 2012 17:57:35 -0400
Subject: [BoatAnchors] Lafayette HE30
In-Reply-To: <CAEJr0Ftfvou04v_sA2kTTQyTtTttcaR-qjU0RWgqA7abiuudKQ@mail.gmail.com>
References:
<1344832067.16248.YahooMailNeo@web163804.mail.gq1.yahoo.com><CAEj02LaJMGnbsgb4GwG_
tcQXh9fMsBjnKJu3r3hLz9R5v=yNvg@mail.gmail.com><1344966891.75356.YahooMailNeo@web16
3804.mail.gq1.yahoo.com>
<CAEJr0Ftfvou04v_sA2kTTQyTtTttcaR-qjU0RWgqA7abiuudKQ@mail.gmail.com>
Message-ID: <1788A3FDF2A84BA2BED181AEB64CCEBF@GuidoPC>

One note about a recent experience while working on my HE-30. The audio could not be turned down completely and the sensitivity was not very good. After checking the audio circuit what came out was a bad audio pot. It had changed resistance significantly so replacement brought the audio back to normal. The sensitivity was a surprise. After checking everything and even suspecting the IF transformer's caps I decided to check the IF pot. It was also bad. Quite a coincidence and the first time I find a bad RF or IF pot. I hope this serves others that work on this receiver.

73s

Guido Santacana KP4FAR

From wwatson5 at sbcglobal.net Wed Aug 15 22:47:21 2012
From: wwatson5 at sbcglobal.net (William Watson)
Date: Wed, 15 Aug 2012 19:47:21 -0700 (PDT)
Subject: [BoatAnchors] WTB Knobs for Hallicrafters SX-101
Message-ID: <1345085241.1344.YahooMailNeo@web181403.mail.ne1.yahoo.com>

I need the following knobs for my Hallicrafters SX-101 restoration:

?

Volume

Response

Trimmer

Main tuning

?

If you can supply any or all, please quote me a price.

?

Thanks.

?

Joe Watson

W5WBR

From wwatson5 at sbcglobal.net Thu Aug 16 11:14:22 2012

From: wwatson5 at sbcglobal.net (William Watson)

Date: Thu, 16 Aug 2012 08:14:22 -0700 (PDT)

Subject: [BoatAnchors] Free QST and CQ Magazines

Message-ID: <1345130062.53649.YahooMailNeo@web181406.mail.ne1.yahoo.com>

I have 200+ QST magazines from 1982-1997 and 50+ CQ magazines from 1994-1997 that I will give free to the first person who will come pick them up.

I am in Edmond, OK, on the north side of Oklahoma City.

?

Joe Watson

W5WBR

From wb3fau55 at neo.rr.com Thu Aug 16 19:30:35 2012

From: wb3fau55 at neo.rr.com (wb3fau55 at neo.rr.com)

Date: Thu, 16 Aug 2012 19:30:35 -0400

Subject: [BoatAnchors] BC quality audio from a Globe Chief 90

Message-ID: <20120816233036.CTL92.123285.root@cdtpa-web09-z01>

I would like some input concerning modulating a Globe Chief 90. I will use a modified

Eico 730 for a modulator. I was going to use a large choke in the DC line to the

RF plate, like a Heising choke. I was also thinking of doing ultra-modulation?

Or eliminating one of the 807 finals? Your knowledgeable input is greatly appreciated. Russ.

From nbroline at austin.rr.com Sat Aug 18 12:22:58 2012

From: nbroline at austin.rr.com (Nick Broline)

Date: Sat, 18 Aug 2012 11:22:58 -0500

Subject: [BoatAnchors] Free-running Oscillator Stability in MOPA Transmitters?

In-Reply-To: <mailman.0.1345222801.98239.boatanchors@theporch.com>

References: <mailman.0.1345222801.98239.boatanchors@theporch.com>

Message-ID: <C264262C1A944516816AB6CD2360BB1D@newdualath>

I am considering building a companion transmitter for my 1935-ish regen receiver to

work 160 and 75m.

I notice that the MIL transmitters of that time consistently used an MOPA architecture with a free-running oscillator....often a very "healthy"

oscillator compared to receiver local oscillators, such as in the GF11, BC-191/375, and ARC-5 designs. Early designs were most likely compelled to use VFOs because the crystal industry was not yet up to speed to provide the required inventory.

Obviously these designs worked for AM applications because they were used in vast quantities (in WW2) and the companion receivers were intentionally broad-banded to reduce re-tuning.

I am intentionally omitting consideration of more advanced transmitter line-ups like the ART-13 and BC-610 because they had room for isolating oscillator components.

So how stable were these early models in terms of usability for both CW and AM operation, assuming a tolerant and compatible operator at the other end of the QSO? Also, how did the subsequent second generation products....."modern" designs of portable radios like the BC-1306 and GRC-9..... fair when they added additional buffering?

Comments and opinions appreciated!

Nick Broline
W5FUA
512 327 7425

We shall not cease from exploration
And at the end of exploring
Will be to arrive where we started
And know the place for the first time.
T.S. Eliot--"Little Gidding"

From arc5 at ix.netcom.com Sat Aug 18 15:04:51 2012
From: arc5 at ix.netcom.com (David Stinson)
Date: Sat, 18 Aug 2012 14:04:51 -0500
Subject: [BoatAnchors] Free-running Oscillator Stability in
MOPATransmitters?
In-Reply-To: <C264262C1A944516816AB6CD2360BB1D@newdualath>
References: <mailman.0.1345222801.98239.boatanchors@theporch.com>
<C264262C1A944516816AB6CD2360BB1D@newdualath>
Message-ID: <CFD53C5744C24690907BE3BAB3F5747C@CompaqSR5710F>

----- Original Message -----

From: "Nick Broline" <nbroline at austin.rr.com>

>I am considering building a companion transmitter for my

>1935-ish regen receiver to work 160 and 75m.
> I notice that the MIL transmitters of that time consistently
>sed an MOPA architecture with a free-running oscillator....

> So how stable were these early models in terms of
>usability for both CW and AM operation....

> Comments and opinions appreciated!

Good to hear from you, Nick.
I can only speak for 1930s-1940s U.S. aircraft designs.
"WWII military radios drift" is, like TVI, largely a silly myth
born of poor, hack-job power supplies and
clueless, improper operation. Many of those 1950s-60s
"modification" articles and "power supply" lash-up diagrams
should be burned and the ashes scattered on a potter's field.

When refurbished to design standards,
allowed a few minutes to warm and then run as-designed,
the SCR-183, SCR-283, SCR-274N and SCR-287
will amaze you with their stability. It's better than many
1960s and early 1970s-era commercial ham rigs.
If you have a 30s-40s aircraft transmitter that drifts
an objectionable amount during a QSO,
something is wrong with it or the power supply.

All that being said, it's important to note that the
makers of this fine gear used special alloys and
materials in their oscillator componants as well as
then-state-of-the-art temperature compensation
techniques. They worked exceptionally well.
Don't use just any junk-box parts. Get some variable
caps and coils from Command Sets. Be glad to
help with anything I might have around here.

As an aside- I recently acquired a 1935 National HRO
and built a 1935 "poor-boy, built on a board" single-tube
power xtal oscillator with about 35 watts out.
You have to use large-blank xtals which are tough to find
(it will eat FT-243s like popcorn).
I cathode-modulated it for AM and made some
multi-state contacts on 160,75 and 40.
It's been a lot of fun, but I'm going to rebuild it
with an xtal-oscillator stage to drive the PA.
Antique crystals are vanishing and there's no excuse
for damaging them. I'm thinking of a "gentler" xtal osc.
driving three 814s or 828s.
Them tall tubes mounted on their sides

behind the transmitter "picture window"
would look awesome ;-) Likely a project
for this winter. To much other work right now.

Good luck and let us know how you do.

73 Dave AB5S

From knjhanlon at msn.com Sat Aug 18 15:46:26 2012
From: knjhanlon at msn.com (JAMES HANLON)
Date: Sat, 18 Aug 2012 13:46:26 -0600
Subject: [BoatAnchors] Free-running Oscillator Stability in MOPA
Transmitters
Message-ID: <SNT106-W61BCC71A207AEBCB1EE81A0BB0@phx.gbl>

Nick,

The stability of the free-running oscillators in WW2 era MOPA transmitters varied, depending upon the transmitter type. I have no direct experience with the BC375 and BC191 transmitters, but I do recall a QST article from the later 40s that recommended driving the BC-375 with a Command Set to achieve adequate oscillator stability and to eliminate a rather horrendous chirp. I have a Collins 32RA8 in my collection which could run the oscillator either crystal controlled or self-controlled, and it's pretty squirrly in the self-controlled mode.

On the other hand, Command Set transmitters were quite stable and could easily be used for both CW and AM vfos. I had a BC-457 running as the vfo for my 80 to 10 meter rig in the 50s, and even on 15 meter CW, a multiplication of 6 times from its 80 meter fundamental, it was quite acceptable. I keyed the oscillator for QSK operation, and it had just a little chirp on 15. Also, it was quite common in the early days of SSB to use a BC458 Command Set which nominally covered 5.3 to 7 mc as the vfo for a 9 mc phasing rig such as a Central Electronics 10B or 20A. CE even sold a kit to convert a BC458 to an "all band" (80 through 10) vfo for their rigs. So the BC458s certainly have enough stability to carry on a satisfactory SSB QSO. On the subject of keying, I've never had a Command Set on 80 meters (BC696 or BC457) that did chirp badly, and I've never had a Command Set on 40 meters (BC458 or BC459) that did not chirp, even if I let the oscillator free-run and just key the amplifier. I regularly run Command Set transmitters on 160, 80 and 40 for the Classic Exchange, along with their companion BC454 and BC455 receivers, and they all work just fine. I also use a BC696 as a vfo for a Hammarlund 4-20 transmitter, and it works well too.

I've never had a TCS transmitter, but I've worked several of them on the air during the Classic Exchange. They are quite stable as well, although I understand that their keying relay or relays make quite a racket in the shack and limit the code speed to about 20 wpm or less.

I've never had a BC610 either, but I suspect that they are none too stable in the self-controlled oscillator mode. Perhaps some other folks on the BA Reflector can chime in on that one.

Hope this helps,

Jim Hanlon, W8KGI

From wgdavis at ipass.net Sat Aug 18 17:16:49 2012
From: wgdavis at ipass.net (WG Davis)
Date: Sat, 18 Aug 2012 17:16:49 -0400
Subject: [BoatAnchors] O.D Paint
Message-ID: <6.2.3.4.2.20120818171451.06f20f58@mail.ipass.net>

Hi,
A buddy of mine is restoring some
Military Gear and is trying to locate
some Olive Drab Paint.. Any ideas..

Tnx, 73
W.G. Davis /K4WGD
Johnston Co. N.C. USA

No Matter Where U go, There U R.. -Confucius

?Right is still right, even if nobody is doing it.
And wrong is still wrong, even if everybody is
doing it.??Texas Ranger saying.

From ark at ar88.net Sat Aug 18 18:32:21 2012
From: ark at ar88.net (Al Klase)
Date: Sat, 18 Aug 2012 18:32:21 -0400
Subject: [BoatAnchors] Free-running Oscillator Stability
in MOPATransmitters?
In-Reply-To: <CFD53C5744C24690907BE3BAB3F5747C@CompaqSR5710F>
References: <mailman.0.1345222801.98239.boatanchors@theporch.com>
<C264262C1A944516816AB6CD2360BB1D@newdualath>
<CFD53C5744C24690907BE3BAB3F5747C@CompaqSR5710F>
Message-ID: <503017F5.6050602@ar88.net>

On 8/18/2012 3:04 PM, David Stinson wrote:
> As an aside- I recently acquired a 1935 National HRO
> and built a 1935 "poor-boy, built on a board" single-tube
> power xtal oscillator with about 35 watts out. You have to use

> large-blank xtals which are tough to find
> (it will eat FT-243s like popcorn).
Try a #49 (2-Volt - 60 mA) pilot lamp in series with the crystal. Low resistance when cold, but R increases when the lamp begins to glow with crystal current, and generally keeps things within reasonable limits for an FT-243. I did this on a TBX-4 (837 oscillator) with good results.

Al

--

Al Klase - N3FRQ
Jersey City, NJ
<http://www.skywaves.ar88.net/>

From smithab11 at comcast.net Sat Aug 18 19:56:36 2012
From: smithab11 at comcast.net (B Smith)
Date: Sat, 18 Aug 2012 19:56:36 -0400
Subject: [BoatAnchors] O.D Paint
In-Reply-To: <6.2.3.4.2.20120818171451.06f20f58@mail.ipass.net>
References: <6.2.3.4.2.20120818171451.06f20f58@mail.ipass.net>
Message-ID: <39CF87CF13794D969744E2F4DC99BEFD@Dell560>

Just Google "Military Spray Paint" and pick a store.

73

breck k4che
Dover, Delaware, ain't nutten in Dover except
A NASCAR track, chickens, and hams that can't solder.

From: "WG Davis" <wgDavis at ipass.net>
Sent: Saturday, August 18, 2012 5:16 PM
To: <BoatAnchors at theporch.com>
Subject: [BoatAnchors] O.D Paint

>
> Hi,
> A buddy of mine is restoring some Military Gear and is
> trying to locate
> some Olive Drab Paint.. Any ideas..
>
>
> Tnx, 73
> W.G. Davis /K4WGD
> Johnston Co. N.C. USA

>
> No Matter Where U go, There U R.. -Confucius
>
> "Right is still right, even if nobody is doing it.
> And wrong is still wrong, even if everybody is doing it."?Texas
> Ranger saying.
> -----
> BoatAnchors mailing list
> BoatAnchors at theporch.com
> <https://minime.theporch.com/mailman/listinfo/boatanchors>
>

From wa9jml at frontier.com Sat Aug 18 20:19:10 2012
From: wa9jml at frontier.com (Steve Berg)
Date: Sat, 18 Aug 2012 19:19:10 -0500
Subject: [BoatAnchors] Free-running Oscillator Stability in MOPA
Transmitters
In-Reply-To: <SNT106-W61BCC71A207AEBCB1EE81A0BB0@phx.gbl>
References: <SNT106-W61BCC71A207AEBCB1EE81A0BB0@phx.gbl>
Message-ID: <503030FE.5020208@frontier.com>

I have several command sets, and if I ever get the time... I want to get them up and running again. Since power supplies are important, as mentioned previously here on this thread, what voltages would the 80 meter receiver and transmitter need for best performance?

73,

Steve WA9JML

From wgdavis at ipass.net Sat Aug 18 22:15:57 2012
From: wgdavis at ipass.net (WG Davis)
Date: Sat, 18 Aug 2012 22:15:57 -0400
Subject: [BoatAnchors] O.D. Paint
Message-ID: <6.2.3.4.2.20120818221020.06ef33c0@mail.ipass.net>

Hi All,

My buddy is working with an AN/GRR-5 ..

He says that an Flat paint is the one..

He says Tnx 4 the replies.. He might have to order it, but is trying to find it locally if he can; this would be in the Raleigh, N.C. area.. Any ideas??

Tnx, 73
W.G. Davis /K4WGD
Johnston Co. N.C. USA

No Matter Where U go, There U R.. -Confucius

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And wrong is still wrong, even if everybody is
doing it.??Texas Ranger saying.

From WA5CAB at cs.com Sat Aug 18 22:22:17 2012
From: WA5CAB at cs.com (WA5CAB at cs.com)
Date: Sat, 18 Aug 2012 22:22:17 -0400 (EDT)
Subject: [BoatAnchors] O.D. Paint
Message-ID: <7f92.720a7a35.3d61a7d9@cs.com>

Check a recent issue of Supply Line (MVPA). I'm sure that there are MV
paint suppliers on the East Coast.

In a message dated 08/18/2012 21:16:50 PM Central Daylight Time,
wgddavis at ipass.net writes:

> Hi All,
> My buddy is working with an AN/GRR-5 ..
> He says that an Flat paint is the one..
> He says Tnx 4 the replies.. He might have to
> order it, but is trying to find it locally if he
> can; this would be in the Raleigh, N.C. area.. Any ideas??
>
>
>
> Tnx, 73
> W.G. Davis /K4WGD
> Johnston Co. N.C. USA

Robert Downs - Houston
wa5cab dot com (Web Store)
MVPA 9480

From kd5byb at kd5byb.net Sun Aug 19 08:57:29 2012
From: kd5byb at kd5byb.net (Ben Hall)
Date: Sun, 19 Aug 2012 07:57:29 -0500
Subject: [BoatAnchors] O.D Paint
In-Reply-To: <6.2.3.4.2.20120818171451.06f20f58@mail.ipass.net>
References: <6.2.3.4.2.20120818171451.06f20f58@mail.ipass.net>
Message-ID: <5030E2B9.7080802@kd5byb.net>

I've seen it at Wal-Mart - Rust-Oleum brand or Krylon.

At one point we ordered some "real" OD paint thru the Army Supply System at work. It was awful! Instead of being a dark OD green, it was a light olive green.

About that same time, I recall complaining about that paint and was told that there was no real standard for OD paint. I found that extremely hard to believe.

thanks much and 73,
ben, kd5byb

On 8/18/2012 4:16 PM, WG Davis wrote:

>
> Hi,
> A buddy of mine is restoring some Military Gear and is trying
> to locate
> some Olive Drab Paint.. Any ideas..

From wb3fau55 at neo.rr.com Sun Aug 19 08:55:34 2012
From: wb3fau55 at neo.rr.com (wb3fau55 at neo.rr.com)
Date: Sun, 19 Aug 2012 8:55:34 -0400
Subject: [BoatAnchors] O.D Paint
In-Reply-To: <6.2.3.4.2.20120818171451.06f20f58@mail.ipass.net>
Message-ID: <20120819125534.YR6QU.155759.root@cdptpa-web09-z01>

have you got a Sherwin-Williams store nearby? they more than likely have it or can mix it up for you. they will even supply in spray cans...Russ.

---- WG Davis <wgddavis at ipass.net> wrote:

>
> Hi,
> A buddy of mine is restoring some
> Military Gear and is trying to locate
> some Olive Drab Paint.. Any ideas..
>
>
> Tnx, 73
> W.G. Davis /K4WGD
> Johnston Co. N.C. USA
>
> No Matter Where U go, There U R.. -Confucius
>
> ?Right is still right, even if nobody is doing it.
> And wrong is still wrong, even if everybody is
> doing it.??Texas Ranger saying.

> -----

> BoatAnchors mailing list
> BoatAnchors at theporch.com
> <https://minime.theporch.com/mailman/listinfo/boatanchors>

From wb3fau55 at neo.rr.com Sun Aug 19 10:01:07 2012
From: wb3fau55 at neo.rr.com (wb3fau55 at neo.rr.com)
Date: Sun, 19 Aug 2012 10:01:07 -0400
Subject: [BoatAnchors] steel wire for antennas
Message-ID: <20120819140107.0JN7I.155973.root@cdptpa-web09-z01>

can I use plain solid steel wire as an antenna as for dipoles etc. or
will the resistance interfere? Copper having a much better conductivity...Russ.

From WA5CAB at cs.com Sun Aug 19 11:30:54 2012
From: WA5CAB at cs.com (WA5CAB at cs.com)
Date: Sun, 19 Aug 2012 11:30:54 -0400 (EDT)
Subject: [BoatAnchors] O.D Paint
Message-ID: <b8f5.674f6f61.3d6260ad@cs.com>

You were told wrong. There are code numbers (and matching FSN's) for
several dozen different shades and surface finishes. Dating back to before WW-II.
The one you got sounds like one of the early WW-II shades. Most MV paint
sellers offer a wide range of shades identified by the code number, the period
when it was in use, and the service branch that specified it. Usually, all
that you have to tell them is what you want to paint and what year you want
it to look like.

In a message dated 08/19/2012 07:55:36 AM Central Daylight Time,
kd5byb at kd5byb.net writes:

> I've seen it at Wal-Mart - Rust-Oleum brand or Krylon.
>
> At one point we ordered some "real" OD paint thru the Army Supply System
> at work. It was awful! Instead of being a dark OD green, it was a
> light olive green.
>
> About that same time, I recall complaining about that paint and was told
> that there was no real standard for OD paint. I found that extremely
> hard to believe.
>
> thanks much and 73,
> ben, kd5byb
>
> On 8/18/2012 4:16 PM, WG Davis wrote:
> >
> > Hi,

> > A buddy of mine is restoring some Military Gear and is trying
> >to locate
> >some Olive Drab Paint.. Any ideas..

Robert Downs - Houston
wa5cab dot com (Web Store)
MVPA 9480

From gumbear at pacbell.net Sun Aug 19 15:36:06 2012
From: gumbear at pacbell.net (Arden Allen)
Date: Sun, 19 Aug 2012 12:36:06 -0700
Subject: [BoatAnchors] steel wire for antennas
References: <20120819140107.0JN7I.155973.root@cdptpa-web09-z01>
Message-ID: <000c01cd7e41\$e43efe40\$650aa8c0@KB6NAX>

Russ asks:

> can I use plain solid steel wire as an antenna as for dipoles etc. or
will the resistance interfere? Copper having a much better conductivity
...

For a temporary or emergency antenna, sure. But plain steel won't last, it
will rust away before long. Galvanized steel wire will last much longer, if
that's what you want to use. As far as resistance goes, your antenna Q will
be lower but you'll get the DX.

Arden Allen
KB6NAX

Adopt a shelter dog,
save an innocent life,
and make a friend forever =:-)

From knjhanlon at msn.com Sun Aug 19 21:05:24 2012
From: knjhanlon at msn.com (JAMES HANLON)
Date: Sun, 19 Aug 2012 19:05:24 -0600
Subject: [BoatAnchors] Command Set Power
Message-ID: <SNT106-W24F2DC93D9A907CA9FD90A0B90@phx.gbl>

Steve,

Dig out QST, January 2009, for articles on the Command Set Transmitters, page 39,
and Receivers, page 73.

>From my transmitter article, "The 1626 oscillator works well with 200 to 300

volts, preferably but not necessarily regulated. My BC-457 draws 33.8 ma at 278 volts in this circuit. The 1625 screens are also happy with 250 to 300 volts, mine pulling 10.1 ma at 278 volts, and they can be fed if you wish through a series resistor or a voltage divider from any available B+ supply. The oscillator can be fed from a series pair of voltage regulator tubes (VR150/VR105 or two VR105s) with a dropping resistor from the oscillator voltage regulator tube junction to a higher voltage point set for 40 ma to flow through the voltage regulator tubes with no current flowing to the oscillator.

"The 1625 plates will run on anything from the same voltage as their screens up to as much as 750 volts. (Some guys used to run as much as 1000 volts on them in the good old days when 1625s were 25 cents each on the surplus market.) You will want to meter either the final plate or cathode current so you'll know the power input to the final. The 1625 pair is rated up to 200 ma, but max power output and best keying will occur at less plate current, and not necessarily simultaneously.

"The filaments as wired were meant to run on 25.2 vdc at 0.7 amp. Since we won't be using the relays K53 and K54, you can run the filaments on ac, either 24 volts as wired or 12 volts if you rewire them in parallel. The 1629 calibrator circuit won't work if you use ac, unless you make another change; but that doesn't affect the transmitter operation at all and we usually didn't bother with it in the 50s."

The receiver article says that you should use between 125 to 250 vdc for B+ and that the set will draw less than 100 ma. (The DM-32A dynamotor originally used with the receiver was rated at 250 volts, 50 ma.) As wired, the receivers use 24 volts for filament power. The article calls for 1.5 amps at 12 volts with all filaments wired in parallel, but seeing that there are six tubes each of which pull 0.15 amp at 12.6 volts, they should really need only 0.45 amps at 25.2 volts. The receiver article author recommends replacing a bunch of capacitors, assuming that they "are almost certainly leaky, shorted or open." I have three receivers on the air, a BC453 which I use as a "second IF" for the other two, a BC454 for 80 meters, and a BC455 for 40 meters. All of the caps mentioned have shorted out in my BC453 and I've had to replace them. None of the caps in the 454 or 455 have gone bad. So you can take your choice about whether to replace those caps or not.

There's another Receiver article you might want to look at in Electric Radio, #74, June 1995, starting on page 4. It's about the "Command Set Triplets," my double conversion article. Even if you don't want to play with using the BC453 "Q-5er" as a second IF, it contains information on converting and tuning up a Command Set receiver by itself.

Hope this helps and 73,

Jim Hanlon, W8KGI

From wgdavis at ipass.net Mon Aug 20 19:59:39 2012
From: wgdavis at ipass.net (WG Davis)
Date: Mon, 20 Aug 2012 19:59:39 -0400

Subject: [BoatAnchors] Power Cord

Message-ID: <6.2.3.4.2.20120820195533.06c031c8@mail.ipass.net>

I have a 101 EE that I need 2 sell, but do Not have the Power Cord..
Any ideas on how I can get one?? I think it called a Jones Plug.. It has been
sitting in my Storage Shack for years..

Tnx, 73

W.G. Davis /K4WGD

Johnston Co. N.C. USA

919-366-1115

No Matter Where U go, There U R.. -Confucius

?Right is still right, even if nobody is doing it.

And wrong is still wrong, even if everybody is
doing it.??Texas Ranger saying.

From ark at ar88.net Mon Aug 20 21:09:36 2012

From: ark at ar88.net (Al Klase)

Date: Mon, 20 Aug 2012 21:09:36 -0400

Subject: [BoatAnchors] Power Cord

In-Reply-To: <6.2.3.4.2.20120820195533.06c031c8@mail.ipass.net>

References: <6.2.3.4.2.20120820195533.06c031c8@mail.ipass.net>

Message-ID: <5032DFD0.5020000@ar88.net>

W.G.,

They changed their name years ago. They are now Cinch-Jones. Look here
and figure out exactly what you need, probably Series 300.

<http://www.cinch.com/markets/electronic-communication-systems/jones-plugs-sockets>

Then ask again, they are in junk boxes all over.

Al

On 8/20/2012 7:59 PM, WG Davis wrote:

>

> I have a 101 EE that I need 2 sell, but do Not have the Power Cord..

> Any ideas on how I can get one?? I think it called a Jones Plug.. It

> has been

> sitting in my Storage Shack for years..

>

> Tnx, 73

> W.G. Davis /K4WGD

> Johnston Co. N.C. USA

> 919-366-1115

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> And wrong is still wrong, even if everybody is doing it.??Texas Ranger
> saying.
> -----
> BoatAnchors mailing list
> BoatAnchors at theporch.com
> <https://minime.theporch.com/mailman/listinfo/boatanchors>

--
Al Klase - N3FRQ
Jersey City, NJ
<http://www.skywaves.ar88.net/>

From k4oah at mindspring.com Tue Aug 21 15:59:17 2012
From: k4oah at mindspring.com (Garey Barrell)
Date: Tue, 21 Aug 2012 15:59:17 -0400
Subject: [BoatAnchors] FS: Unique Drake Service Supplement CDs
Message-ID: <5033E895.2040805@mindspring.com>

Here is the information that Drake left out of their manuals!

Unique supplemental service information CDs available for the Drake A, B and C
Lines, 2-B, 2-C /
2-NT, TR-4, and TR-4C/Cw/CwRIT.

High resolution color photos of the under chassis and individual PC boards of each
unit, with all
parts identified and keyed to a parts list make it easy to locate any component.
No more trying to
trace wires through bundles, etc. This information is not available elsewhere and
really makes a
difference in servicing these units.

These CDs are NOT just scans of the original manuals that were included with the
equipment when new.

High resolution scans of the original manuals ARE on the CDs, along with scans
of manuals for
associated equipment such as the C-4, FS-4, MN2000, L-4B, W-4, etc.

Samples of these pages (at reduced resolution) and purchase information are at
<www.k4oah.com>.

--

73, Garey - K40AH
Glen Allen, VA

From wgdavis at ipass.net Tue Aug 21 21:39:32 2012
From: wgdavis at ipass.net (WG Davis)
Date: Tue, 21 Aug 2012 21:39:32 -0400
Subject: [BoatAnchors] Update; Power Cord
Message-ID: <6.2.3.4.2.20120821212923.06f90680@mail.ipass.net>

>
> I have a 101 EE that I need 2 sell, but do Not have the Power Cord..
>Any ideas on how I can get one?? I think it called a Cinch-Jones Plug.. It
has 12 Contacts; 3 rows of 4 contact.. Top Row has 2 vertical & 2 horz..
Middle Row has 4 horz.. Bottom Row has 2 vertical & 2 horz.. I tried 2 look
it up on the Internet and it may be an

Cinch P-312-CCT Model..

The 101 EE has been sitting in my Storage Shack for years..

> Tnx, 73
> W.G. Davis /K4WGD
> Johnston Co. N.C. USA
> 919-366-1115
>
> No Matter Where U go, There U R.. -Confucius
>
> ?Right is still right, even if nobody is doing it.
> And wrong is still wrong, even if everybody
> is doing it.??Texas Ranger saying.

From WA5CAB at cs.com Tue Aug 21 22:15:10 2012
From: WA5CAB at cs.com (WA5CAB at cs.com)
Date: Tue, 21 Aug 2012 22:15:10 -0400 (EDT)
Subject: [BoatAnchors] Update; Power Cord
Message-ID: <29194.6b264e1.3d659aae@cs.com>

That would be the male. Normally, if the power plug is hot it would be a
female, S-312-CCT (or -CCE for right angle).

In a message dated 08/21/2012 20:40:31 PM Central Daylight Time,
wgdavis at ipass.net writes:

```
> >
> >         I have a 101 EE that I need 2 sell, but do Not have the Power
> Cord..
> >Any ideas on how I can get one?? I think it called a Cinch-Jones Plug..
> It
>   has 12 Contacts; 3 rows of 4 contact.. Top Row has 2 vertical &2 horz..
>   Middle Row has 4 horz.. Bottom Row has 2 vertical &2 horz.. I tried 2
> look
>   it up on the Internet and it may be an
>
> Cinch P-312-CCT Model..
>
>         The 101 EE has been sitting in my Storage Shack for years..
>
>
>
> >   Tnx, 73
> >   W.G. Davis /K4WGD
> >   Johnston Co. N.C. USA
> >   919-366-1115
>
```

Robert Downs - Houston
wa5cab dot com (Web Store)
MVPA 9480

From arc5 at ix.netcom.com Wed Aug 22 10:43:09 2012
From: arc5 at ix.netcom.com (David Stinson)
Date: Wed, 22 Aug 2012 09:43:09 -0500
Subject: [BoatAnchors] BC-348 Backlash Again
Message-ID: <C013F8DE97DF40BDBBF69C9A48E8256D@CompaqSR5710F>

Working on getting a very nice BC-348 going for a friend.
Backlash is a common problem with these sets.
In this one, the backlash cause was between the gear
on the end of the tuning capacitor and the pinion gear
that drives it. No amount of removing, cleaning,
re-lubing and spring-retensioning corrected it.
Couldn't see a non-destructive way to mesh the
two gears tighter.
The anti-backlash gear on the end of the tuning cap
just does not have the "throw" needed
to take-up the slop between it and the pinion.

I cleaned-way all the oil and grease from the pinion.

Cranked the tuning cap all the way closed.
Then cut a strip of plastic electrical tape and fed it into the gear mesh point, cranking until I could grasp the end and bring it around, pressing the ends together, and then ran the gear back and forth to seat it. Used a soldering iron to remove the excess tape, leaving a little tab.
This filled the slop and completely eliminated the backlash. Yes, the plastic tape will wear-out eventually. Does anyone know of a better and non-destructive product for taking the slop out of this mesh point without "poisoning" the lube in the tuning cap anti-backlash gear?

73 DE Dave AB5S

From WA5CAB at cs.com Wed Aug 22 12:35:49 2012
From: WA5CAB at cs.com (WA5CAB at cs.com)
Date: Wed, 22 Aug 2012 12:35:49 -0400 (EDT)
Subject: [BoatAnchors] [Milsurplus] BC-348 Backlash Again
Message-ID: <4ed74.1c8ca07e.3d666465@cs.com>

Dave,

Any anti-backlash gear and worm pair that I ever saw has several times the amount of rotation (throw) needed to remove any amount of backlash between it and its driving worm gear (pinion). If, when preloaded, there is still backlash between gear and tuning knob, I can think of five possible reasons:

- (1) loose set screws in shaft couplings or knobs.
- (2) end float in the pinion shaft bearings (if that's your problem, then the plastic tape must have side-loaded the pinion enough to force the balls to the zero clearance point of one or two of them, which will pretty soon quit working as the tape wears).
- (3) weak spring.
- (4) excessive torque required to rotate the capacitor shaft.
- (5) excessive force required to rotate the movable gear.

Robert D.

In a message dated 08/22/2012 09:43:28 AM Central Daylight Time, arc5 at ix.netcom.com writes:

- > Working on getting a very nice BC-348 going for a friend.
- > Backlash is a common problem with these sets.
- > In this one, the backlash cause was between the gear

> on the end of the tuning capacitor and the pinion gear
> that drives it. No amount of removing, cleaning,
> re-lubing and spring-retensioning corrected it.
> Couldn't see a non-destructive way to mesh the
> two gears tighter.
> The anti-backlash gear on the end of the tuning cap
> just does not have the "throw" needed
> to take-up the slop between it and the pinion.
>
> I cleaned-way all the oil and grease from the pinion.
> Cranked the tuning cap all the way closed.
> Then cut a strip of plastic electrical tape and fed it
> into the gear mesh point, cranking until I could grasp
> the end and bring it around, pressing the ends together,
> and then ran the gear back and forth to seat it.
> Used a soldering iron to remove the excess tape,
> leaving a little tab.
> This filled the slop and completely eliminated the backlash.
> Yes, the plastic tape will wear-out eventually.
> Does anyone know of a better and non-destructive
> product for taking the slop out of this mesh point without
> "poisoning" the lube in the tuning cap anti-backlash gear?
>
> 73 DE Dave AB5S
>

Robert & Susan Downs - Houston
wa5cab dot com (Web Store)
MVPA 9480

From gumbear at pacbell.net Wed Aug 22 14:12:03 2012
From: gumbear at pacbell.net (Arden Allen)
Date: Wed, 22 Aug 2012 11:12:03 -0700
Subject: [BoatAnchors] [Milsurplus] BC-348 Backlash Again
References: <4ed74.1c8ca07e.3d666465@cs.com>
Message-ID: <000b01cd8091\$a6bc1650\$650aa8c0@KB6NAX>

Dave, Bob has all the right points so I wonder if you overlooked or
insufficiently preloaded the anti-backlash spring before meshing the gears.

Arden
.....

> Dave,

Any anti-backlash gear and worm pair that I ever saw has several times the
amount of rotation (throw) needed to remove any amount of backlash between
it and its driving worm gear (pinion). If, when preloaded, there is still

backlash between gear and tuning knob, I can think of five possible reasons:

- (1) loose set screws in shaft couplings or knobs.
- (2) end float in the pinion shaft bearings (if that's your problem, then the plastic tape must have side-loaded the pinion enough to force the balls to the zero clearance point of one or two of them, which will pretty soon quit working as the tape wears).
- (3) weak spring.
- (4) excessive torque required to rotate the capacitor shaft.
- (5) excessive force required to rotate the movable gear.

Robert D.

.....

From WA5CAB at cs.com Wed Aug 22 14:49:23 2012
From: WA5CAB at cs.com (WA5CAB at cs.com)
Date: Wed, 22 Aug 2012 14:49:23 -0400 (EDT)
Subject: [BoatAnchors] Stupid Me Re: BC-348 Backlash Again
Message-ID: <6929a.379895bf.3d6683b2@cs.com>

OK. Hee hee. Add reason zero to my list:

- (0) anti-backlash gear not preloaded before most recent installation.

Robert

In a message dated 08/22/2012 13:35:27 PM Central Daylight Time,
arc5 at ix.netcom.com writes:
> Yes, I was driving to my next work site when it dawned on me that I
> hadn't properly pre-loaded the gear springs. DUH..... I hate getting old...
> 73 Dave S.
>
> -----Original Message-----
> From: Arden Allen <gumbear at pacbell.net>
> To: <WA5CAB at cs.com>,<boatanchors at theporch.com>,"Arden Allen" <
> gumbear at pacbell.net>
> Date: Wednesday, August 22, 2012 11:12:03 AM GMT-7
> Subject: Re: [BoatAnchors] [Milsurplus] BC-348 Backlash Again
>
> Dave, Bob has all the right points so I wonder if you overlooked or
> insufficiently preloaded the anti-backlash spring before meshing the
> gears.
>
> Arden
>

>
> >Dave,
>
> Any anti-backlash gear and worm pair that I ever saw has several times the
> amount of rotation (throw) needed to remove any amount of backlash between
> it and its driving worm gear (pinion). If, when preloaded, there is still
> backlash between gear and tuning knob, I can think of five possible
> reasons:
>
> (1) loose set screws in shaft couplings or knobs.
> (2) end float in the pinion shaft bearings (if that's your problem, then
> the plastic tape must have side-loaded the pinion enough to force the
> balls
> to
> the zero clearance point of one or two of them, which will pretty soon
> quit
> working as the tape wears).
> (3) weak spring.
> (4) excessive torque required to rotate the capacitor shaft.
> (5) excessive force required to rotate the movable gear.
>
>

Robert & Susan Downs - Houston
wa5cab dot com (Web Store)
MVPA 9480

From arc5 at ix.netcom.com Wed Aug 22 14:35:24 2012
From: arc5 at ix.netcom.com (arc5 at ix.netcom.com)
Date: Wed, 22 Aug 2012 18:35:24 +0000
Subject: [BoatAnchors] Stupid Me Re: BC-348 Backlash Again
Message-ID: <20120822183524.3B1F047F02D@attemconn01.jsv.hosting.ops>

Yes, I was driving to my next work site when it dawned on me that I hadn't properly pre-loaded the gear springs. DUH..... I hate getting old... 73 Dave S.

-----Original Message-----

From: Arden Allen <gumbear at pacbell.net>
To: <WA5CAB at cs.com>,<boatanchors at theporch.com>,"Arden Allen" <gumbear at pacbell.net>
Date: Wednesday, August 22, 2012 11:12:03 AM GMT-7
Subject: Re: [BoatAnchors] [Milsurplus] BC-348 Backlash Again

Dave, Bob has all the right points so I wonder if you overlooked or insufficiently preloaded the anti-backlash spring before meshing the gears.

Arden

.....

> Dave,

Any anti-backlash gear and worm pair that I ever saw has several times the amount of rotation (throw) needed to remove any amount of backlash between it and its driving worm gear (pinion). If, when preloaded, there is still backlash between gear and tuning knob, I can think of five possible reasons:

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- (3) weak spring.
- (4) excessive torque required to rotate the capacitor shaft.
- (5) excessive force required to rotate the movable gear.

Robert D.

.....

BoatAnchors mailing list
BoatAnchors at theporch.com
<https://minime.theporch.com/mailman/listinfo/boatanchors>

From nbroline at austin.rr.com Thu Aug 23 14:00:42 2012
From: nbroline at austin.rr.com (Nick Broline)
Date: Thu, 23 Aug 2012 13:00:42 -0500
Subject: [BoatAnchors] Stupid Me Re: BC-348 Backlash Again
In-Reply-To: <20120822183524.3B1F047F02D@attemconn01.jsv.hosting.ops>
References: <20120822183524.3B1F047F02D@attemconn01.jsv.hosting.ops>
Message-ID: <0299FB0A21BC41C6B7338E5FE8132B0F@newdualath>

Dave,
I think that is appropriately called "A short between the headphones".....has nothing to do with age! It's a problem accessible to us all.

Nick Broline
W5FUA

We shall not cease from exploration
And at the end of exploring
Will be to arrive where we started

And know the place for the first time.

T.S. Eliot--"Little Gidding"

-----Original Message-----

From: arc5 at ix.netcom.com [mailto:arc5 at ix.netcom.com]

Sent: Wednesday, August 22, 2012 1:35 PM

To: WA5CAB at cs.com; boatanchors at theporch.com; Arden Allen

Subject: [BoatAnchors] Stupid Me Re: BC-348 Backlash Again

Yes, I was driving to my next work site when it dawned on me that I hadn't properly pre-loaded the gear springs. DUH..... I hate getting old... 73
Dave S.

-----Original Message-----

From: Arden Allen <gumbear at pacbell.net>

To: <WA5CAB at cs.com>, <boatanchors at theporch.com>, "Arden Allen"
<gumbear at pacbell.net>

Date: Wednesday, August 22, 2012 11:12:03 AM GMT-7

Subject: Re: [BoatAnchors] [Milsurplus] BC-348 Backlash Again

Dave, Bob has all the right points so I wonder if you overlooked or insufficiently preloaded the anti-backlash spring before meshing the gears.

Arden

.....

> Dave,

Any anti-backlash gear and worm pair that I ever saw has several times the amount of rotation (throw) needed to remove any amount of backlash between it and its driving worm gear (pinion). If, when preloaded, there is still backlash between gear and tuning knob, I can think of five possible reasons:

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- (3) weak spring.
- (4) excessive torque required to rotate the capacitor shaft.
- (5) excessive force required to rotate the movable gear.

Robert D.

.....

BoatAnchors mailing list
BoatAnchors at theporch.com

<https://minime.theporch.com/mailman/listinfo/boatanchors>

From laffitte at prtc.net Sun Aug 26 09:51:44 2012
From: laffitte at prtc.net (Guido)
Date: Sun, 26 Aug 2012 09:51:44 -0400
Subject: [BoatAnchors] Meissner Analyst
Message-ID: <34FBD8A10F114390B2AA4717F3E364D1@GuidoPC>

I know this is a shot in the dark but I am going through a Meissner Analyst that is nearly perfect inside but has some serious issues in the front panel. This is the black panel. If anyone has a junker with a good front panel and would like to part with it, please let me know. This is a nice piece of test gear. I am doing now the electronic restoration since this one has been untouched and most of the paper caps and the electrolytic are gone. Any recommendations on the electronics are more than welcome.

Best 73s

Guido Santacana KP4FAR

From navy.radio at gmail.com Sun Aug 26 13:20:09 2012
From: navy.radio at gmail.com (Nick England)
Date: Sun, 26 Aug 2012 13:20:09 -0400
Subject: [BoatAnchors] Boatanchors gang at Shelby/Dallas NC hamfest
Message-ID: <CAB55hNcdaw-r9et2JPeajRQJiHZ=Ds8FyGZSa4jMTVhcqvCD1A@mail.gmail.com>

Round up the usual suspects! A bunch of us will once again be trading boatanchors and tall tales at the Shelby/Dallas NC hamfest near Charlotte this week Thurs-Sat.

Drop by if you're interested in TMC (John K4OZY), Hammarlund (Al W8UT), R-390's (Tom KE4RHH), most any ham gear ever made (Herman N4CH), Navy radios (Nick K4NYW), Collins (Todd KA1KAQ and Rich KD6VK), etc. Look for the yellow "BOATANCHORS" banner.

We'll be at the customary place in front of the old white building - marked B in this aerial photo:

<http://www.virhistory.com/ham/photos/dallas-32.JPG>

cheers,

Nick K4NYW

www.navy-radio.com

From wgdavis at ipass.net Mon Aug 27 00:32:24 2012
From: wgdavis at ipass.net (WG Davis)
Date: Mon, 27 Aug 2012 00:32:24 -0400

Subject: [BoatAnchors] Cinch-Jones Plug..

Message-ID: <6.2.3.4.2.20120827002806.06e6e690@mail.ipass.net>

I need an Female 12 contactor plug for an 101EE.. If someone has one that is wired for AC.. Or can anyone supply the schematics on how to wire the Female plug up correctly..

Tnx, 73

W.G. Davis /K4WGD

Johnston Co. N.C. USA

No Matter Where U go, There U R.. -Confucius

?Right is still right, even if nobody is doing it.

And wrong is still wrong, even if everybody is doing it.??Texas Ranger saying.

From tarheel6 at msn.com Mon Aug 27 11:45:04 2012

From: tarheel6 at msn.com (Tom Bridgers)

Date: Mon, 27 Aug 2012 11:45:04 -0400

Subject: [BoatAnchors] 1 KW 813 Linear Amp for sale in Greensboro,NC

Message-ID: <BAY155-W2017A0DD1A202F428026E090A20@phx.gbl>

1 Kilowatt Linear Amplifier Transmitter built from scratch 1950's by Western Electric engineer. Uses pair of 813 Tubes. Each tube has a glass chimney for air cooling via a forced air blower system. Includes power supply and very sophisticated voltage input management system, which uses a variac.

Power voltage required: 220 VAC. Wiring techniques are excellent and what you'd expect from an engineer. Size of the Rack: 22" wide x 76" high x 18" deep.

Linear amp module is 19" wide x 15 3/4" high x 14" deep. Rack is on rollers. The transmitter and power supply weigh at least 300 lbs. It's HEAVY! The transmitter is not working, but it is a treasure trove of excellent parts. So it's offered for sale for parts, for restoration or for whatever you'd like to do with it!

Photo's? See:

<http://flic.kr/s/aHsjBHkC6w>

Want more photo's? Let me know. Asking price? \$495 but will consider offers.

For easy access, transmitter is in a storage unit at pavement level in Greensboro, NC. Removal and loading into your truck is your responsibility. Glad to show it to a potential buyer. Contact Tom at 336-558-3762 or by email.

From scb at hiwaay.net Mon Aug 27 13:11:40 2012
From: scb at hiwaay.net (scb at hiwaay.net)
Date: Mon, 27 Aug 2012 12:11:40 -0500
Subject: [BoatAnchors] H-P 200 series/ 4-section VC wtd.
Message-ID: <20120827121140.117075of6pxolob0@webmail.hiwaay.net>

Greetings group;

A friend/ colleague is working on a worthy project requiring one of these or it's equiv with 350-400pF/section and very low-loss design and construction. He's doing a redesign/ upgrade of this project;
<http://www.crystalradio.net/crystalsets/youngloop/index.shtml>
See also; <http://www.youtube.com/watch?v=DQqcCgNmGTw>
Thanx in advance for any assistance for this interesting project.
Steve Bringhurst for Josh Young

From anchor at ec.rr.com Mon Aug 27 13:52:27 2012
From: anchor at ec.rr.com (Al Parker)
Date: Mon, 27 Aug 2012 13:52:27 -0400
Subject: [BoatAnchors] Boatanchors gang at Shelby/Dallas NC hamfest
In-Reply-To: <CAB55hNcdaw-r9et2JPeajRQJiHZ=Ds8FyGZSa4jMTVhcqvCD1A@mail.gmail.com>
References: <CAB55hNcdaw-r9et2JPeajRQJiHZ=Ds8FyGZSa4jMTVhcqvCD1A@mail.gmail.com>
Message-ID: <503BB3DB.3060004@ec.rr.com>

On 8/26/2012 1:20 PM, Nick England wrote:

> Round up the usual suspects! A bunch of us will once again be trading
> boatanchors and tall tales at the Shelby/Dallas NC hamfest near
> Charlotte this week Thurs-Sat.
> Drop by if you're interested in TMC (John K4OZY), Hammarlund (Al
> W8UT), R-390's (Tom KE4RHH), most any ham gear ever made (Herman
> N4CH), Navy radios (Nick K4NYW), Collins (Todd KA1KAQ and Rich KD6VK),
> etc. Look for the yellow "BOATANCHORS" banner.
> We'll be at the customary place in front of the old white building -
> marked B in this aerial photo:
> <http://www.virhistory.com/ham/photos/dallas-32.JPG>
> cheers,
> Nick K4NYW

=====

Hi folks, I'll chime in after Todd's post --

So far my "new" stuff for sale might be:

- 1- SP-600 w/cabinet, refurbed.
- 2- R-390/URR's, one refurbed, one a project (I'm getting tired of horsing them around)
- 1- SP-200 w/p.s. project

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www.boatanchors.org

www.hammarlund.info

"There is nothing -- absolutely nothing -- half so much worth doing as simply messing about in boats"

Ratty, to Mole

From jp at cs.unc.edu Mon Aug 27 13:58:54 2012

From: jp at cs.unc.edu (John Poulton)

Date: Mon, 27 Aug 2012 13:58:54 -0400 (EDT)

Subject: [BoatAnchors] Boatanchors gang at Shelby/Dallas NC hamfest

In-Reply-To: <503BB3DB.3060004@ec.rr.com>

References: <CAB55hNcdaw-r9et2JPeajRQJiHZ=Ds8FyGZSa4jMTVhcqvCD1A@mail.gmail.com>
<503BB3DB.3060004@ec.rr.com>

Message-ID: <alpine.LRH.2.02.1208271355560.25474@snapper.cs.unc.edu>

Hoping to increase the density of boatanchors as well with: a very nice, fully operational B&W5100B, a Johnson KW matchbox, a mostly working National 183D, lots of Orange Drops, and the usual other odds and ends. See you there!

73, John K4OZY

On Mon, 27 Aug 2012, Al Parker wrote:

>

> On 8/26/2012 1:20 PM, Nick England wrote:

>> Round up the usual suspects! A bunch of us will once again be trading
>> boatanchors and tall tales at the Shelby/Dallas NC hamfest near
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>> Drop by if you're interested in TMC (John K4OZY), Hammarlund (Al
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>> We'll be at the customary place in front of the old white building -
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>> <http://www.virhistory.com/ham/photos/dallas-32.JPG>

>> cheers,

>> Nick K4NYW

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> -----
> BoatAnchors mailing list
> BoatAnchors at theporch.com
> <https://minime.theporch.com/mailman/listinfo/boatanchors>
>

From N3BJ at cox.net Mon Aug 27 14:36:41 2012

From: N3BJ at cox.net (Alan Fryer)

Date: Mon, 27 Aug 2012 14:36:41 -0400

Subject: [BoatAnchors] Boatanchors gang at Shelby/Dallas NC hamfest

In-Reply-To: <alpine.LRH.2.02.1208271355560.25474@snapper.cs.unc.edu>

References: <CAB55hNcdaw-

r9et2JPeajRQJiHZ=Ds8FyGZSa4jMTVhcqvCD1A@mail.gmail.com><503BB3DB.3060004@ec.rr.com

>

<alpine.LRH.2.02.1208271355560.25474@snapper.cs.unc.edu>

Message-ID: <D0F77FB8B8494152B31CD18CB78A328F@AlanHP>

Doing my part with a DX-100 (untested, at a bargain price), a SX-100 RX
(working as I recall), a NC-125 (not working), a NC-100ASD (working) and
probably a 75A2 w/o cabinet (op cndx unsure, may test)

Other junque for sure...

Alan, N3BJ

-----Original Message-----

From: John Poulton

Sent: Monday, August 27, 2012 1:58 PM

To: boatanchors at theporch.com

Subject: Re: [BoatAnchors] Boatanchors gang at Shelby/Dallas NC hamfest

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No virus found in this message.
Checked by AVG - www.avg.com
Version: 2012.0.2197 / Virus Database: 2437/5221 - Release Date: 08/24/12

From rbaldwin14 at nc.rr.com Mon Aug 27 15:25:25 2012
From: rbaldwin14 at nc.rr.com (Richard Baldwin)
Date: Mon, 27 Aug 2012 15:25:25 -0400
Subject: [BoatAnchors] Shelby Bargains!
Message-ID: <00ee01cd8489\$b57f7eb0\$207e7c10\$@rr.com>

I will be bringing three Heathkit behemoths, an Apache, a Mohawk, and a Maurader, all working with decent cabinets and nice front panels. These things are just full of great IRON!!! A nice Johnson Valiant will be in the pickup as will a nice, working Hammarlund SP-600.

Greg Mijal overhauled the Johnson Valiant and it looks nice although he didn't put all the screws back in the cabinet. It does make very nice high voltage though and looks nice from the front. I think a couple of the knobs are missing the little white dots, but overall condition is very good.

I have a Narco AM aviation radio that both receives and transmits and comes in a nice carry case with the microphone. Those of you with aviation interests might like to look at this. I usually have it going at the site, receiving the Charlotte Approach Control frequency. I believe it is against the law to transmit with this thing unless you are using it for a legitimate aviation purpose. Way back when, the FCC issued radio licenses to pilots, but that has not been done for many years.

Lots of other small things and a few tools and technical books and manuals.

See you all there in the Boat Angle Triangle.

Rich Baldwin

KD6VK

From rbaldwin14 at nc.rr.com Mon Aug 27 16:28:34 2012
From: rbaldwin14 at nc.rr.com (Richard Baldwin)
Date: Mon, 27 Aug 2012 16:28:34 -0400
Subject: [BoatAnchors] Tube Tester!
Message-ID: <010b01cd8492\$87d7c950\$97875bf0\$@rr.com>

I also have a very nice, working TV-2A tube tester that I will bring if anyone is serious about wanting one.

73

Rich Baldwin

KD6VK

From rbaldwin14 at nc.rr.com Wed Aug 29 08:59:26 2012
From: rbaldwin14 at nc.rr.com (Richard Baldwin)
Date: Wed, 29 Aug 2012 08:59:26 -0400
Subject: [BoatAnchors] Isaac and Shelby
Message-ID: <00b701cd85e6\$1e78fbf0\$5b6af3d0\$@rr.com>

It appears that everyone's spaghetti models (forecasting where Isaac will go) show the storm staying way west of our party in Dallas. The forecast though for Saturday is for rain so be prepared. If you remember last year's Saturday morning fiasco, you will stake down your tents and cover your treasures, so be sure to bring the proper materials to do it right this year. Thursday and Friday are forecasted to be nice for those of us who go early to cherry pick all the real bargains.

See you there.

Rich Baldwin

KD6VK

From franklin6209 at att.net Wed Aug 29 15:32:12 2012
From: franklin6209 at att.net (Gary Franklin)
Date: Wed, 29 Aug 2012 15:32:12 -0400
Subject: [BoatAnchors] Lettine 242 6 Meter Transmitter Schematic Needed
Message-ID: <503E6E3C.90708@att.net>

I have a really nice Lettine 242 6 meter transmitter. I have found info for the 160-10 meter 240 but not the 242 6 meter transmitter. Fortunately it works well but one day I am sure I will need a schematic/manual Does anyone have either which I could get a copy of? Or maybe someone has an internet source for a download or knows where a manual/schematic can be purchased help!

Thanks,

Gary, K8BKB

From gumbear at pacbell.net Fri Aug 31 16:22:03 2012
From: gumbear at pacbell.net (Arden Allen)
Date: Fri, 31 Aug 2012 13:22:03 -0700
Subject: [BoatAnchors] variacs to a new home
Message-ID: <003901cd87b6\$4bb7d970\$650aa8c0@KB6NAX>

I have a pair of small used but decent condition variacs excess to my glut of stuff. They are Superior Electric Powerstat Type 10C units 120V 60Hz in, 0-132V, 2.25A out. One of the pair is missing its carbon brush rotary contactor but because it simply snaps in place a replacement can be fabbed from a motor brush. Any interest and fair offer, say \$10 + shipping for the pair?

Arden Allen
KB6NAX

The great pleasure of a dog is that you
may make a fool of yourself with him
and not only will he not scold you,
but he will make a fool of himself too.
-Samual Butler